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Copy 11 of 12

16 JAN 1973

MEMORANDUM FOR: Director, CIA Reconnaissance Programs  
SUBJECT: Program Progress Report

Forwarded herewith are three copies of the IDEALIST  
Program Progress Report for the period 1 October 1972 -  
31 December 1972.

[Redacted]

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WENDELL L. BEVAN, JR.  
Brigadier General, USAF  
Director of Special Activities

Attachments -  
As stated [Redacted]

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SAS/O/OSA	(8 January 1973)
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Distribution:

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- 5 - D/SA
- 6 - SAS/O/OSA
- 7 - D/O/OSA
- 8 - IDEA/O/OSA
- 9 - INTEL/O/OSA
- 10 - D/M/OSA
- 11 - AMS/OSA
- 12 - RB/OSA

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Section 1

IDEALIST

OPERATIONAL SUMMARY AND STATUS

(1 October 1972 - 31 December 1972)

I. OPERATIONAL MISSION SUMMARY

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Nine IDEALIST/TACKLE operational missions were alerted during this period.

All missions were planned to be flown no closer than 25 nautical miles to the China mainland coast. Following is a summary of missions completed:

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1. Mission C342C was flown off the central China coast from the Shantung Peninsula south to Shanghai. Photo interpretability was fair, however, programmed targets, 19 bonus COMIREX and five bonus non-COMIREX targets were covered for a total of covered.

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2. Mission C352C, flown covered targets along the south China coast and the eastern coast of Hainan Island. Photo interpretability was fair targets were covered of which 45 were bonus.

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3. Mission C362C, flown covered targets along the north China coast with primary target interest in the area of the Shantung Peninsula. Cloud cover was estimated at 1%.

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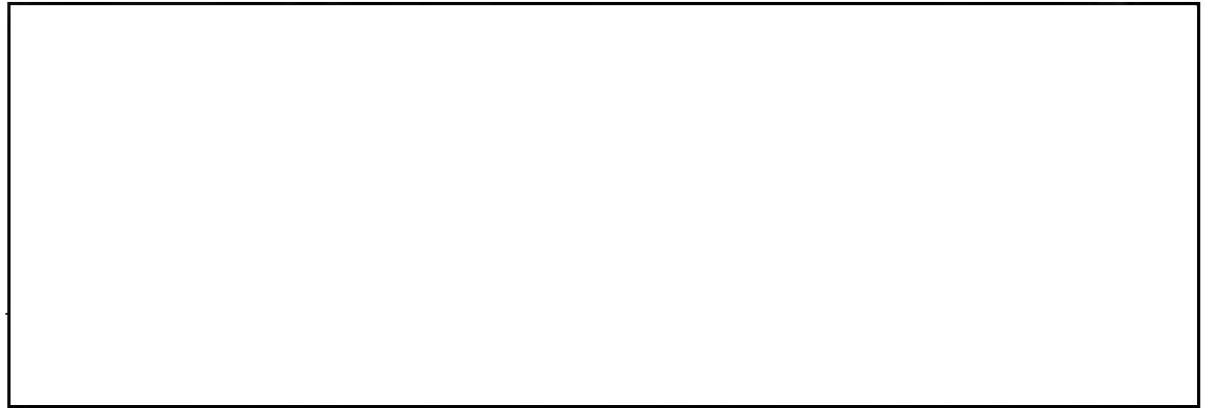
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Section I

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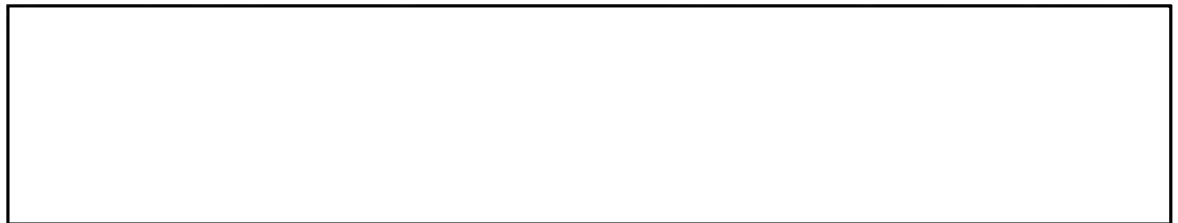
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7. Mission C402C, flown [redacted] covered targets along the southern coast of the Shantung Peninsula and south to Shanghai. A total [redacted] targets were covered of which [redacted] were programmed and 16 were bonus. The aircraft was unsuccessfully engaged by surface-to-air missiles (probably three) while operating along the south coast of the Shantung Peninsula.

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II. [redacted] GENERAL

A. [redacted] RED DOT - Three sorties were flown in support of continuing film tests using various film types and camera configurations.

B. [redacted] Three sorties were flown on the radar test range in support of EWS qualification.

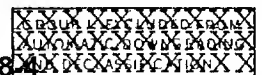
C. [redacted] Lens - Ten sorties were flown to test the second color corrected lens for the "H" configuration. Two sorties were flown as base line tests for the color corrected "B" lens.

D. [redacted] T-2 training was accomplished for two U-2 pilots at Pensacola, Florida, NAS.

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F. ☐ Multi-Spectral - Two sorties were flown to accomplish qualification testing of a multi-spectral sensor for use in the COMPASS TRIP program.

G. ☐ SCOPE SAINT VI - The Edwards Detachment conducted an exercise deployment of one U-2R ☐ Two training sorties were accomplished, followed by redeployment to Edwards AFB, California.

H. ☐ COMPASS TRIP - Eleven sorties were flown providing multi-sensor coverage of controlled poppy growth in Puerto Rico. The color, black and white, and multi-spectral imagery will be used in an attempt to develop a photo interpretation key for use with satellite imagery. McCoy AFB, Florida, is used as an operating location.

III. ☐ PILOT AND AIRCRAFT STATUS (AS OF 31 DECEMBER 1972)

A. Detachment "G" (Edwards AFB - North Base)

Aircraft 2 U-2R

Pilots ☐

B. Detachment "H"

Aircraft ☐

Pilots ☐

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Section 2

IDEALIST

DEVELOPMENT SUMMARY AND PROGRESS

(1 October 1972 - 31 December 1972)

I. AIRFRAME

A. J-75P13B Engine - The installation of improved third stage turbine blades to increase engine life expectancy has continued during this quarter. Additionally, improved first stage turbine blades have been developed and will be installed in all engines as overhauls become due, and new blades become available. Engine Serial Number 612609 was the first to be modified with new first stage blades on 3 November 1972.

B. U-2R Flight Test and Operational Training Summary

1. IDEALIST Program accomplishments in U-2R aircraft since introduction include 10,094.9 hours on 3082 sorties as of 31 December 1972.

2. Flight test and operational data are depicted below:

	<u>1 OCT-31 DEC</u> <u>FLIGHTS</u>	<u>1 OCT-31 DEC</u> <u>TIME</u>
1 - 051	44	114.2
2 - 053	44	121.6
3 - 054	42	184.2
4 - 055	<u>46</u>	<u>153.8</u>
TOTAL	176	573.8

II. PAYLOAD

A. "H" Configuration - The new lens installed in "H" Serial Number 002 produced unsatisfactory results during flight testing and qualification. The configuration was returned to the contractor's

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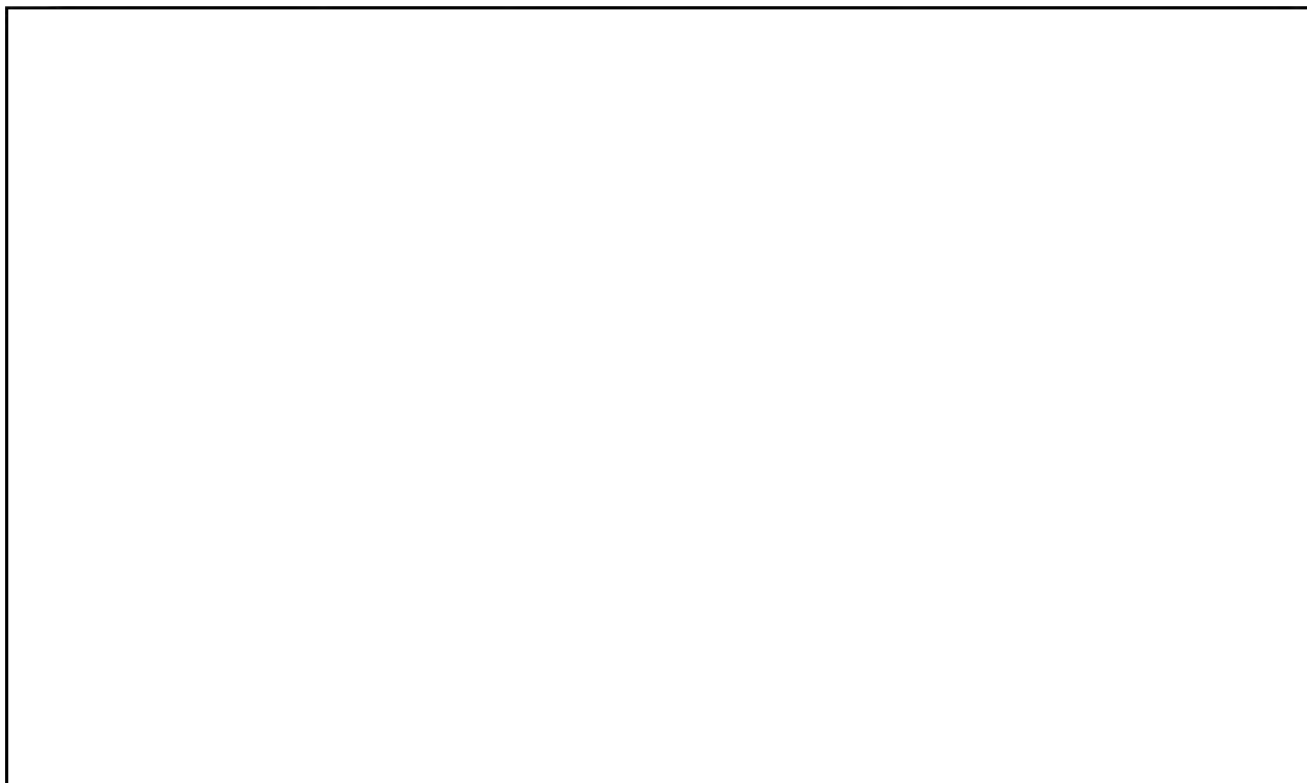
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facility for engineering evaluation in early December, and should be available for flight testing again in January 1973.

B. "B" Configuration - The first of two new F/8 lenses for the B-3 camera was ready for installation on 16 December 1972. The system will start flight test toward qualification during January/February 1973. The second lens is scheduled for completion in March 1973. If this schedule holds, the camera will be flight tested during the fourth quarter.

C. Delta Research Camera - OSA will provide technical and contractual support to OSP and the NRO during the proposed acquisition of a second F3.5 Apochromatic lens, and variable slit modifications to the scan heads of this camera. OSA involvement is expected to continue until the third quarter of FY 1974.

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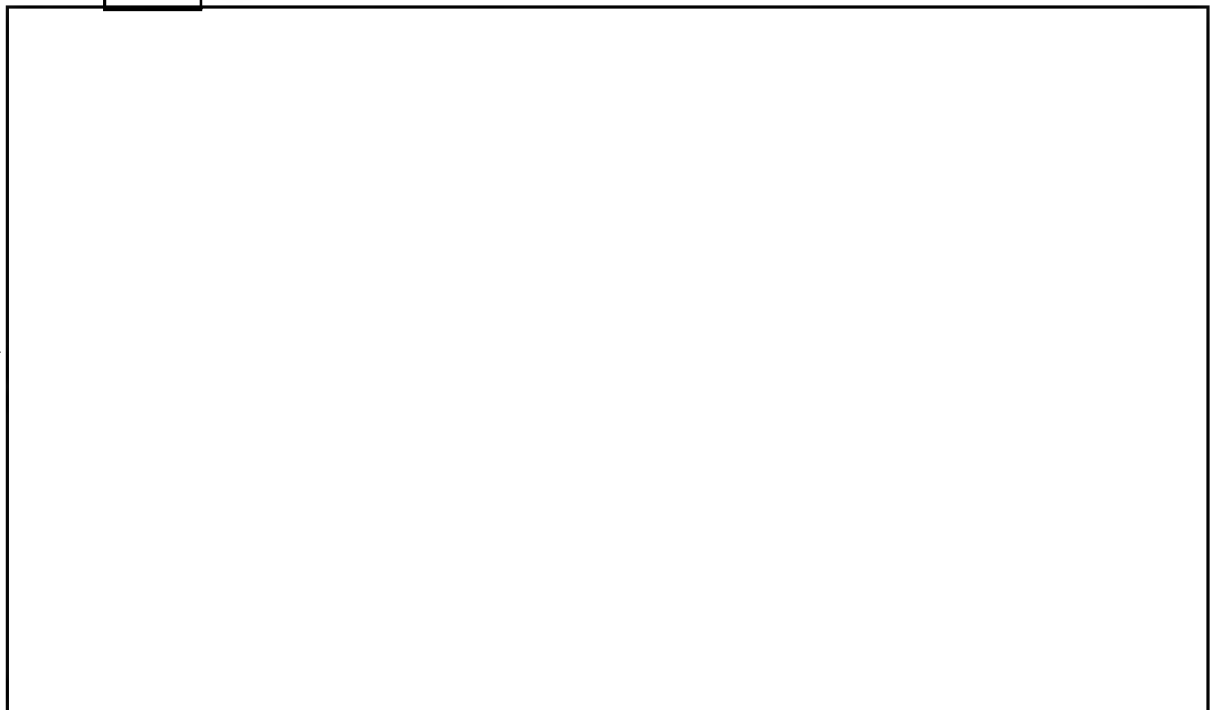


IV. SUPPLY

A staff assistance visit was made to Detachment "H" during October 1972. Discussions with personnel and review of supply procedures, and audited records indicated an effective and efficient operation.

V. AERO MEDICAL AND LIFE SUPPORT ACTIVITIES

A. Medical Activities

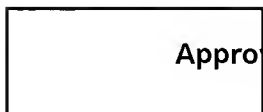


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B. Life Support Activities

1. Low Flight Ventilation Unit - The redesigned ventilation inlet has now been incorporated into the low flight harness assembly. By doing this, the aircraft vent hose will be compatible with both the low flight vent unit and the S1010 Pilot Protective Assembly (PPA) Full Pressure Suit.

2. Olive-Green Nomex Fabric - The standard olive-green nomex fabric used to fabricate the outer cover of the S1010 PPA is no longer available. A new vendor has been located who can supply a similar nomex material of a slightly harder finish and this will be used on all future S1010 PPA outer covers.

3. Pilot Transfer Van - The Edwards AFB Physiological Support facility recently declared one of their pilot transfer vans excess and Detachment "H" Life Support has added it to their Stock List of Equipment. This will now satisfy the IDEALIST mission requirements, and it will be unnecessary to reclaim the transfer van previously loaned to the Air Force U-2 Program at Davis-Monthan AFB.

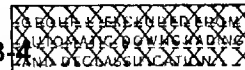
4. Automatic Seat Kit - A proposal submitted by the ARO Corporation of Buffalo for improvement of the automatic seat kit hardware has been approved during this quarter. Both customers agree the effort is of great value and money was appropriated equally from the Air Force U-2 and the IDEALIST Programs. The Cornell Aeronautical Laboratory, Inc., Buffalo, New York, is the subcontractor to ARO for the design and R&D of the automatically deployment feature which will be added to the Standard U-2R Survival Seat Kit.

5. Display - In early October 1972 the Cuban Missile Crisis display was opened at the CIA Headquarters Building. Included in this presentation was the entire Life Support Assembly worn and carried by the Agency U-2 pilots during their early missions over Cuban targets. Although much of the equipment is outdated and antiquated by today's U-2R standards, it does give an accurate historical account of Life Support equipment ten years ago.

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[redacted] attended the annual SAFE Association meeting held in Phoenix, Arizona, the week of 1 October 1972.

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